



MUNSON & McNAMARA.

123 and 125 MAIN STREET.

Embrace this Opportunity

How to the Line Let the Chips Fall Where They Will.

TAKE THE GOODS AWAY

Now We'll Give You a Benefit

We don't offer Worthless Trash that sounds cheap, but always something good.

12 1/2c

32 dozen gents blue mixed shirts and drawers at the extraordinary price of 12 1/2c each.

69c

40 dozen ladies all wool fine, scarlet vests, and pants always been sold heretofore at \$1.15 at 69 cents.

29c

One case heavy trill all wool scarlet flannel, worth 50 cents, at 29 cents per yard.

4c

Two cases best quality prints perfect in every respect, and good styles at 4 cents per yard. Ladies who want to make comforts will embrace this opportunity to buy prints for them.

9c

20 hats nice clean cotton bat, open out in layers. Ladies who want to make comforts will embrace this opportunity to buy hats.

29c

10 pieces plain colors and 10 pieces stripe boucle to match, at the wonderful price of 29c per yd. They are new stylish effects and will make a handsome dress. You have never seen similar goods not as pretty, for twice the money. These goods are not in the store yet.

Wait 'till Friday Morning for this Bargain

7 1/2c

Look at this towel. 75 dozen nice Damask towels, good quality. 7 1/2 cents.

12 1/2c

Biggest thing on earth. 25 dozen large size, all linen, crepe finish towels at 12 1/2c.

25c

This beats them all. 100 dozen Irish and German knotted fringe, satin damask, cream and white towels at 25 cents.

17c

5 pieces loom damask table linen at 17 cents per yard.

45c

5 pieces nice all linen bleached satin damask table linen at 45 cents per yard.

35c

5 pieces extra wide, very heavy, all linen cream damask table linen at 35c per yard.

19c

100 dozen nice fringed napkins at 19 cents per dozen.

1.35

40 dozen good quality 8-4 size napkins at \$1.35 per dozen.

We Can't Show you the best values in blankets you ever saw in your life.

We Can Show you now the most elegant selection of Ladies wraps you ever gazed upon. They are the most exquisite productions of the best artists.

We Do We are headquarters for the most elaborate assortment of silks, plushes, novelties, dress goods and trimmings. Madame Chambers is just home from the east, and wants to see you.

MUNSON & McNAMARA

GODDESS OF LIBERTY

The Alsatian Patriot's Emblematic Contribution to Freedom

In the Statue of Liberty Enlightening the World, Formally

Inaugurated Yesterday With Impressive Ceremonies Attending the Unveiling.

The Sister Republic Represented by the Great Sculptor-Donor and Compeers.

The United States by the President and Cabinet, Governors and Dignitaries.

BARTHOLOMEW'S STATUE.

Scenes and Incidents Connected With the Inauguration.

New York, Oct. 28.—The rain storm which prevailed all day yesterday ceased last night, but the weather this morning is very unpromising for the festivities which are to take place in connection with the inauguration of the Bartholdi Statue of Liberty. A slight fog hangs over the city and obscures in a measure the elaborate decorations of buildings with which the city has been beautified. French and American flags are flying from house tops and windows in every direction, and a general holiday appearance is presented by moving bodies of soldiers, militia, civic organizations, and by the collection on the sidewalks of great crowds of people. Business during the day will be almost entirely suspended; public schools will be closed and all New York will join in the celebration.

Visitors from all sections of the country have been coming into the city for two days past, and this morning thousands more were added to the great throng. The storm greatly interfered with the work on Bartholdi's island yesterday, but as little was left to do it did not matter much whether it rained or not. The platform that has stood in one of the northwestern angles of the enclosure was removed and a platform for the speakers stands ready for their reception.

A handsome silk French flag will be placed over the face of the statue. At the word from President Cleveland, it will be drawn, unveiling the head of the goddess. The land parade which moved out at 9 o'clock, includes between 25,000 and 35,000 men. The head of the column will reach the battery about noon. The naval parade starts about 12:45. The president will reach Bartholdi's island, it is expected, about 3, and the exercises commence as soon as he has reached that fully a million people took part in the festivities today. From the boundary line east and west at the river fronts the host of people moved till when nearly to the line of march there grew to be a tide of humanity jammed up against the police lines and set back by its own pressure. They were followed by Secretary Whitney, Postmaster General Vilas, Secretary Lamar, Private Secretary Lamont, Rear Admiral Lister and staff and Major Whipple. The old guard preceded the carriage.

At 10:15 commenced the march down Fifth avenue. Both sides of the avenue were crowded with people, who waved hats and applauded loudly as the president's carriage passed followed by a battalion of twenty-five police. The United States naval brigade came next with the engineer corps, followed by the Second regiment, S. N. G., New York detachment, Massachusetts volunteers, militia, Seventh, Eighth, Twelfth, Eleventh and First regiments, French societies, the governors of Massachusetts, Maine, Vermont, Connecticut, Rhode Island, New Jersey, New York, Maryland and their staff, together with United States judges, mayors, officials from various cities, visiting policemen, and firemen, veterans of 1812, Grand Army, civic societies, volunteers firemen's association, Knights of Pythias of Indiana, Odd Fellows and other organizations.

The president reached the reviewing stand at Madison square at 10:40. He was greeted with hearty cheers. Secretary Bayard rode in the carriage with him. After the president had taken his place on the reviewing stand, the members of the French delegation were presented to him. Most of the space in the reviewing stand was reserved for French officials. They were headed by M. Bartholdi, Count de Lesseps, Admiral James, Gen. Ponsard, Col. De Puy, M. Bigot, Col. De Laussat and Lieut. Velleger.

The French delegation was in charge of Capt. Ferdinand Levy, Capt. Schilling, Lieut. Walz and Col. Gallie. Among other distinguished guests were Gen. Sheridan and staff, Col. Sheridan, Col. Kellogg, Col. Blunt, Governor Hill, accompanied by Lieutenant Governor Jones and staff, Judges Brown and Benedict, of the supreme court, and Gen. Rufus Ingalls.

When Governor Hill mounted the platform there were cheers, but when Bartholdi, the Sculptor, appeared and was recognized a shout went up from those nearest the stand. The cry of "Bartholdi," "Bartholdi," was then caught up on both the reviewing and grand stand. The crowds on the avenue curbed up and down heard the name and passed it to the people in the park and side stands until the heavy air was shaken with it and must have gladdened the heart of the Alsatian who bowed and bowed his acknowledgments. Then in carriage driven to the rear of the stand came President Cleveland and his party. Instantly he was recognized and again the crowds shook the welkin with their shouts. The signal service operator of the Twenty-eighth street station made known the fact to the throng by raising a flag and the presser increased toward the avenue and the people became packed more closely if it were possible.

On the reviewing stand President Cleveland was presented with three handsome baskets of flowers, the gifts of young ladies in the city. As the various military and civic organizations passed they saluted by dropping their colors, and the president responded by lifting his hat. Nearly every hand in passing played "The Marseillaise."

As soon as the procession had passed President Cleveland and party were driven to North river and were taken on board the Dispatch.

SENATOR EVARTS' ADDRESS.

Mr. President.—The scene upon which this vast assemblage is collected displays a transaction in human affairs which finds no precedent or record in the past, nor in the long future we may feel assured will ever confront its counterpart or parallel. How can we fully frame its words for a great and noble nation, the friends of which have moved the hearts and minds of two great nations in the birth of the noble conception, the grand embodiment, the complete execution of this stupendous monument now unveiled to the admiring gaze of men, and emblazoned in its coronation of the finished work with the splendor of the world? What ornaments of speech, what eloquence of human voice, what costly gifts of gold, frank incense and myrrh of our hearts' tribute can we bring to the celebration of this consummate triumph of genius, of skill, of labor, which speaks today and will speak forever, the thoughts, the feelings, the friendships of these two populous, powerful and free republics, knit together in their pride and joy at their own established freedom, and in the hope and purpose that the glad light of liberty shall enlighten the world? The genius, the courage, the devotion of spirit, the indomitable will of the great sculptor, Bartholdi, whose well-earned fame justified the trust committed to him, together wrought out of stubborn brass and from the artist's dream, the airy conception of his mind, the shapely sculpture of his cunning hand, till here it stands, the monument of a great and noble people, so with our own, the whole means for the great expenditures of work have come from the free contributions of the people themselves, and thus the common people of the world have been made the donors of a noble monument in aid of the history, and progress, and welfare of the human race than emperor, or king, or governments have ever realized. The statue on the Fourth of July, 1884, in Paris was delivered to and accepted by the government by the authority of the president of the United States, delegated and executed by Minister Morton. Today in the name of the citizens of the United States who have completed the pedestal and raised thereon the statue, and of the volunteer committee who have executed the work of their fellow citizens, declare in your presence, and in the presence of these distinguished guests from France and of this august assemblage of the honorable and honored men of our land and of this countless multitude, that this pedestal and united work of the two republics is completed and is surrendered to the keeping of the government and people of the United States.

THE PRESIDENT'S RESPONSE.

The people of the United States boast with gratification that their brethren of the French republic have granted and completed work of art we here inaugurate. This token of the affection and consideration of the people of France demonstrates the great kinship of republics, and conveys to us the assurance that in our efforts to commend to mankind the excellency of government resting upon popular will, we still have beyond the American continent a steadfast life. We are not here today before the representatives of a fierce and warlike god, filled with wrath and vengeance, but we joyously contemplate instead our own deity, keeping watch and ward before the open gates of America, and greater than all that have been celebrated in ancient Troy. Instead of grasping in her hand thunderbolts of terror and of death, she holds aloft the light that illuminates the way to man's enfranchisement.

We will not forget that liberty has been made her home, and shall her chosen altar be neglected; willing votaries will constantly keep alive its fires and these shall gleam upon the shores of our sister republic in the east. Reflected thence and joined with answering rays a stream of light shall pierce the darkness of ignorance and oppression until liberty enlightens the world.

LE FAIVRE'S ADDRESS.

In the presence of so imposing an assembly and as a prelude to a ceremony which consolidates the circle of friendships of two great nations, it is a pleasure to me to present to you in the name of the French nation the sincere and warm assurance of sympathetic participation. The inauguration of today is one splendid and solemn and impressive import, for it is one of these which form an epoch in history. This colossal statue, which, revivified by a great artist, would anywhere attract attention and deference, but here on American soil it evinces special significance, symbolizing the existence and development of your nation during more than 100 years. To us Americans and Frenchmen liberty is no longer a common ideal; it is also a family life. From the alliance between the two nations sprang forth the dazzling expectations of its expansion and radiance through the universe. It will be an eternal honor to France to have seconded the effort of your heroism, and to have understood in the first dawn the sublime prospect which were promised to mankind by your generous ardor. This symbol which we inaugurate today is not a mere allegory; it is a pledge of a fraternal union between the two greatest republics in the world—it is greeted simultaneously by more than one hundred millions of French who tender friendly hands to each other across the ocean.

Among the thousands of Europeans who are daily conveyed to these hospitable shores, no one will pass before this glorious emblem without immediately perceiving its moral greatness, and without greeting it with respect and thanksgiving.

The memorial address was delivered by Hon. Chauncey M. Depue. Then the audience sang "Old Hundred" and the benediction was pronounced by the Rev. H. C. Potter, D. D. A national salute from guns of all the forts and all the men-of-war in the harbor closed the exercises.

At 1:45 the leading part of the fleet entered the upper bay and through the fort bank could be discerned the pedestal of the immense statue. Five minutes later the Gandy had steamed up so close that Liberty island was easily distinguished, and then the torch of the statue where the fog was thickest pointed up to the face of the great and majestic figure was the French colors.

At 2 o'clock the flag-ship of the fleet anchored to the southeastward of the Liberty stand.

Here was gathered a fleet of vessels that can be better imagined than described. All manner of crafts were at anchor in the waters about the great statue. The war vessels came in for their share of attraction with their tiers of black muzzles protruding from either side; they lay in a line that extended north and south, and were the Alliance, Tennessee, Jamestown, Yantic, Saratoga and Portsmouth.

Shortly before 3 o'clock the United States steamer Dispatch with President Cleveland and cabinet aboard, hove in sight, and as it did the yard arms of the war ships were manned.

At 2:25 President Cleveland was rowed ashore. The whistle blown, the guns of men-of-war belched forth and colors were displayed.

For exactly half an hour this kept up. When comparative quiet had been restored, prayer was offered by Rev. Richard Storrs. Count Ferdinand de Lesseps was then introduced and spoke in French with an energy equal to any speaker of the day, far exceeding in this respect Senator Evarts who spoke later. Senator Evarts and Mr. Chauncey M. Depue were skilful capers in the speaking, but the octogenarian cannot forget to speak, and he spoke without any covering to his silver head. De Lesseps said in part:

Citizens of America—I hasten to accept your gracious invitation extended by the government of the great American republic. It is a generous idea on the part of him who presided over the birth of the statue of liberty. It honors equally those who have conceived and those who understood it in accepting it. Liberty in enlightening the world; grand beacon, raised amidst the waves of the shore of free America; in disembarking under its light the people would know that on soil where individual initiative has developed its full strength, where progress is a religion, where great fortunes become popular by their charitable enterprises in encouraging education and science, and scattering abroad fruitful seeds for the future. You are right, American citizens, to be proud of your "go-ahead." The representatives of France today see America powerful and free, and they present to this emblem to proclaim that she has grown great for liberty. Soon, gentlemen, she shall meet again to celebrate a new conquest of peace and progress, at Panama, (ap- plause) where the flag of the thirty-eight states of North America will be seen floating along with the banners of the independent states of South America and will form in the new world for the good of humanity a peaceful and fruitful alliance of the French Latin America States.

New York, Oct. 28.—The formation of the marine part of the parade began in the Hudson river, opposite West Forty-fifth street at an early hour, but owing to the foggy weather it was nearly 1 o'clock before the signal gun was fired. At this time there were no visible signs of the parade, but it was in two divisions. The first was composed of smaller steamers and the second of larger vessels. Some of the vessels were beautifully decorated with flags and bunting. It was after 1 o'clock when the signal gun to start was fired and the column began a forward movement. The United States steamship Dispatch lay off West Forty-third street, and as the column of boats approached, President Cleveland arrived with suit and prepared to go on board. A halt was ordered till the Dispatch got under way, when, with a loud blast of whistles the column of boats followed in behind, bound south to Bartholdi's island.

Three batteries took part in the salute of 100 guns fired from the battery on a wired signal at the moment of the unveiling of the statue. The gunners on the bay blew their whistles and the men-of-war returned the salute from their guns.

At 4 o'clock the vessels which had been taking part in the naval parade began to return and deposit their cargoes of sight-seers at the battery and near by the wharves.

At 4:30 the guns on Governor's island and other points were unmasked and belched forth their thunder for half an hour.

The New York society of amateur photography chartered a steamer for the day and conducted art experiments at the scenes of the parade and at Bartholdi's island.

The New York World, which bore such a prominent part in raising the pedestal fund, was represented in the naval parade by two steamers.

The Limited Express on the Chicago, Milwaukee & St. Paul Railroad.

While Running at a Speed of Fifty Miles an Hour is Suddenly

Thrown From the Track by a Miscalculated Switch. Cars Wrecked and Burned.

Together With its Human Freightage—Scenes of Blood-curdling Horror Attending the Accident.

Passengers Imprisoned in the Burning Cars and Efforts for their Release Rendered Impossible.

A FRIGHTFUL ACCIDENT.

An Open Switch Causes the Wrecking of a Passenger Train and the Death of Seven Persons.

MILWAUKEE, Wis., Oct. 28.—The limited passenger train on the Chicago, Milwaukee & St. Paul road which left here last night at 10 was derailed at Ryocoon, when about three hours out and thrown into an old stone quarry. Particulars hard to get, but it is estimated at the general office of the company in this city that one coach and three sleepers were wrecked and 5 or 6 persons killed. Physicians left the city on the early train for the scene of the disaster.

9:30 a. m.—It is now reported that out of ten persons who occupied the passenger coach seven were killed. A gentleman from Chicago and two children from Winona, Minn., were the only ones saved from the passenger coach. None of the occupants of the sleeper were injured. Nothing has yet been learned in regard to the number wounded.

Engineer Seale, at first reported killed, was only slightly hurt. He arrived in the city at 11 this morning. He says that when the crash came he was thrown down between two large packing cases, which rested across his body. His lungs filled with smoke and at first he thought he was injured internally and that he was bleeding at the lungs. He was taken from the debris, however, without serious injury and was able to render assistance to other unfortunate.

R. Loebach, a job printer of this city, was on the wrecked train. He says the passenger coach was thrown away from the track, and the passengers were hurled around the blazing cars, but they were powerless to render assistance. Men and women could be seen tearing their hair in the agony of the moment, frightful screams issued from the death trap. One heavy woman in particular, he says, tore up one of the seats with almost superhuman strength, and endeavored to break her way out of the flaming car, but her strength failed, she fell to the floor and met a terrible death. Only three persons escaped from the passenger car, Mr. Loebach, a man and two children. The man was observed to force his way through the ventilator on top of the car, and all the clothing on his body from the waist down was burned off, and his flesh scorched and bleeding from cuts inflicted by broken glass. Every one of the wrecked cars were consumed with the exception of the last sleeper, which was cut away from the burning wreck. All the bodies of the victims were burned in the wreck.

MILWAUKEE, Wis., Oct. 28.—A special to the Evening Wisconsin from Portage says: Last night soon after midnight the train bound limited for Chicago, via the East River, a small station about 13 miles east of this city on the main line of the Chicago, Milwaukee and St. Paul road. There are two side tracks at the place and at the time the train was due there last night, both were occupied by freights, one by a wild train from the west, the other by a freight from the east. The train which had just pulled in from the west to allow the limited to pass. No. 14 was very long and the conductor was at the head of the train relying upon the brakeman to attend to the switch. One report says the rear brakeman whose business it was to close the switch after the train, for some reason neglected to do so.

Another and more probable story is that he started back to close the switch, but before he could reach it, the limited, which does not stop at any except large places, came tearing down the grade at fifty miles an hour and left the rails at the open switch. The sliding cars in a cut where the road curves so that the switch light cannot be seen from the east until the train is within a few rods, so that the engineer of the limited could not see the switch light was turned wrong until too late to stop.

The engine left the track, ran a short distance, brought up against the side of the cut, toppling over. The baggage car and two regular coaches followed, while the four sleepers kept the rails. The engine and cars that went off were badly smashed and soon took fire from the stores.

MILWAUKEE, Wis., Oct. 28.—A dispatch to the Evening Wisconsin from Rio, says: Last night's railroad accident, says: Louis Brinker and Emil Woldendorf, of Columbus, Wis., are among the dead. The names and residences of the others cannot now be ascertained. The burning of the baggage car obliterated the only clue to the identity of the occupants of the burned car, and it may never be known to a certainty how many perished in the wreck.

Engineer Little and Fireman Eagan crawled out from under the engine badly bruised and scalded. The baggage man was killed by a broken rail. The passengers in the sleepers put out uninjured except slight bruises, but in one day coach thirteen were pinned in and burned to death. Many others were injured by the severe shaking up. The whole train except one sleeper which they were able to unscrape and draw away burned up.

A wrecking train with surgeons aboard went from this city and did all possible to alleviate the suffering and to save life. It was the most horrible and sickening spectacle; moaning people making the night hideous with their yells, while bystanders were unable to render any assistance. It was the worst wreck ever known in the northwest.

CHICAGO, Oct. 28.—The Inter-Ocean's Milwaukee special says: The report that Bishop Whipple of Minnesota was on the train that was wrecked near Portage last night caused considerable of a stir among that gentleman's friends in this city. If he was on the train, however, he undoubtedly was on one of the sleepers and escaped. The train was composed of one baggage car, one mail car, one passenger coach, and two sleepers. The mail car was in charge of John Bench of Plainfield, who with his five men escaped, though badly bruised. They got all the valuable mail out before the car burned. Sixty bags of papers were destroyed.

Of the passengers in the day coach all perished except two small children of C. R. Schorer, of Winona, Minn. Mrs. Schorer and her mother-in-law, Mrs. Rosina Johns were in the car and perished, but were able to put the children through a window to the outside. The children were sent home. The coach contained about twenty people, and the momentum of the sleepers behind it raised the center of it up like a letter A, when the bottom came together smashing everything to pieces and pinning the people down with the seats.

General Manager Miller, who went to the scene of the accident at 4 o'clock this morning returned at 4 o'clock this evening. The correspondent saw him when he reached his office. He said in response to a question, that he had little information to give beyond what had been given. He believed that twelve persons lost their lives. Of those he had been able to get but four names; those were Mrs. Schorer and her mother-in-law, Mrs. R. Johns. Their two children were saved. The poor mother almost enveloped, thought of her children first and succeeded in pushing them out of the window. There were two women wearing the grab of nuns, both of whom had passed; one was a Mother Superior of some convent. Information received here leads to the belief that she was the Mother Superior of a convent at New Castle in Fond du Lac county; the order is known as the third order of Franciscan sisters. A merchant at whose store the sister bought goods says there were three of them, and they had their packages taken to the depot to go up on the night train to St. Paul.

The other victims whose names Manager Miller had were Louis Brinker of Ashland, and Emil Woldendorf, a merchant of Columbus, Wis. The only man who escaped from the burning car was Dr. Seale of Chicago. If the merchant is correct about there being three instead of two Franciscan sisters who were going on that train, there should be one added to Mr. Miller's list of victims, making in all thirteen. This is probably the full number. It may be several days before the names of the others are secured.

MILWAUKEE, Oct. 28, 10 p. m.—From the most reliable sources obtainable tonight, the number who perished does not exceed ten, and those were all in the passenger coach next to the baggage car. The only occupants who escaped were the two children whose mother handed them out to a brakeman. Mrs. Schorer was pinned down by a seat and almost enveloped in flames. The rescuer's hands were burned to a crisp. None of the charred remains can be identified. As far as learned up to tonight those who perished are:

Mrs. R. Schorer and Mrs. Rosina Johns, of Winona.

Louis Brinker, residence unknown.

A young woman believed to be Mrs. Geo. A. Marr, of Chicago.

Emil Woldendorf, residence unknown.

Five or more unknown persons.

Two Sisters of Charity, one believed to be Mother Aliza Superior of a Convent at Winona.

Injured.—Including the conductor, Lucius Seale of Milwaukee, badly hurt and the chest, but probably not fatally.

Wade Clark of Oconomowoc, baggage man, leg broken.

Chas. F. Drink, 53 Walnut avenue, Chicago, broken arm and wrist and face cut badly by broken spectacles.

James Phillips, brakeman, cut badly about the head.

No passengers in any of the sleepers were killed. Conductor Seale was in the baggage car when the shock occurred. With the baggage man Clark and Phillips, brakemen, he was pinned under several heavy trunks unable to extricate themselves. For their horror they saw flames burst in from one end of the car. They redoubled their efforts and Phillips managed to crawl out. Conductor Seale thus relieved followed him. Clark, with a broken leg was gotten out and the three crawled through a window as the flames had crept up to within a few feet of the roof. Conductor Seale is now lying prostrated at his home in Milwaukee and tells this story. He says as nearly as he can recollect the occupants of the car where the frightful incineration occurred included a woman with a little girl of about 6 years, another dark haired woman with a babe less than a year old, a blonde woman of 30 who seemed to be a companion of the former, both bound for St. Paul; two sisters of charity, traveling on a pass. He can recall no description of any others, but says there were not to exceed fifteen altogether.

A late dispatch to the Sentinel estimates the number of people burned at twenty-five. A force of men has been engaged tonight in raking over the ruins of the coaches. At 11 o'clock the charred remains of eleven victims had been taken.

ST. PAUL, Oct. 28.—The Milwaukee train having those named from the Rio wreck reached here tonight. Among the passengers were Bishop Whipple and wife, of Fairmount.

A RAILROAD HORROR.

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A wrecking train with surgeons aboard went from this city and did all possible to alleviate the suffering and to save life. It was the most horrible and sickening spectacle; moaning people making the night hideous with their yells, while bystanders were unable to render any assistance. It was the worst wreck ever known in the northwest.

CHICAGO, Oct. 28.—The Inter-Ocean's Milwaukee special says: The report that Bishop Whipple of Minnesota was on the train that was wrecked near Portage last night caused considerable of a stir among that gentleman's friends in this city. If he was on the train, however, he undoubtedly was on one of the sleepers and escaped. The train was composed of one baggage car, one mail car, one passenger coach, and two sleepers. The mail car was in charge of John Bench of Plainfield, who with his five men escaped, though badly bruised. They got all the valuable mail out before the car burned. Sixty bags of papers were destroyed.

Of the passengers in the day coach all perished except two small children of C. R. Schorer, of Winona, Minn. Mrs. Schorer and her mother-in-law, Mrs. Rosina Johns were in the car and perished, but were able to put the children through a window to the outside. The children were sent home. The coach contained about twenty people, and the momentum of the sleepers behind it raised the center of it up like a letter A, when the bottom came together smashing everything to pieces and pinning the people down with the seats.

General Manager Miller, who went to the scene of the accident at 4 o'clock this morning returned at 4 o'clock this evening. The correspondent saw him when he reached his office. He said in response to a question, that he had little information to give beyond what had been given. He believed that twelve persons lost their lives. Of those he had been able to get but four names; those were Mrs. Schorer and her mother-in-law, Mrs. R. Johns. Their two children were saved. The poor mother almost enveloped, thought of her children first and succeeded in pushing them out of the window. There were two women wearing the grab of nuns, both of whom had passed; one was a Mother Superior of some convent. Information received here leads to the belief that she was the Mother Superior of a convent at New Castle in Fond du Lac county; the order is known as the third order of Franciscan sisters. A merchant at whose store the sister bought goods says there were three of them, and they had their packages taken to the depot to go up on the night train to St. Paul.

The other victims whose names Manager Miller had were Louis Brinker of Ashland, and Emil Woldendorf, a merchant of Columbus, Wis. The only man who escaped from the burning car was Dr. Seale of Chicago. If the merchant is correct about there being three instead of two Franciscan sisters who were going on that train, there should be one added to Mr. Miller's list of victims, making in all thirteen. This is probably the full number. It may be several days before the names of the others are secured.

MILWAUKEE, Oct. 28, 10 p. m.—From the most reliable sources obtainable tonight, the number who perished does not exceed ten, and those were all in the passenger coach next to the baggage car. The only occupants who escaped were the two children whose mother handed them out to a brakeman. Mrs. Schorer was pinned down by a seat and almost enveloped in flames. The rescuer's hands were burned to a crisp. None of the charred remains can be identified. As far as learned up to tonight those who perished are:

Mrs. R. Schorer and Mrs. Rosina Johns, of Winona.

Louis Brinker, residence unknown.

A young woman believed to be Mrs. Geo. A. Marr, of Chicago.

Emil Woldendorf, residence unknown.

Five or more unknown persons.

Two Sisters of Charity, one believed to be Mother Aliza Superior of a Convent at Winona.

Injured.—Including the conductor, Lucius Seale of Milwaukee, badly hurt and the chest, but probably not fatally.

Wade Clark of Oconomowoc, baggage man, leg broken.

Chas. F. Drink, 53 Walnut avenue, Chicago, broken arm and wrist and face cut badly by broken spectacles.

James Phillips, brakeman, cut badly about the head.

No passengers in any of the sleepers were killed. Conductor Seale was in the baggage car when the shock occurred. With the baggage man Clark and Phillips, brakemen, he was pinned under several heavy trunks unable to extricate themselves. For their horror they saw flames burst in from one end of the car. They redoubled their efforts and Phillips managed to crawl out. Conductor Seale thus relieved followed him. Clark, with a broken leg was gotten out and the three crawled through a window as the flames had crept up to within a few feet of the roof. Conductor Seale is now lying prostrated at his home in Milwaukee and tells this story. He says as nearly as he can recollect the occupants of the car where the frightful incineration occurred included a woman with a little girl of about 6 years, another dark haired woman with a babe less than a year old, a blonde woman of 30 who seemed to be a companion of the former, both bound for St. Paul; two sisters of charity, traveling on a pass. He can recall no description of any others, but says there were not to exceed fifteen altogether.

A late dispatch to the Sentinel estimates the number of people burned at twenty-five. A force of men has been engaged tonight in raking over the ruins of the coaches. At 11 o'clock the charred remains of eleven victims had been taken.

ST. PAUL, Oct. 28.—The Milwaukee train having those named from the Rio wreck reached here tonight. Among the passengers were Bishop Whipple and wife, of Fairmount.

CHICAGO, Oct. 28.—The